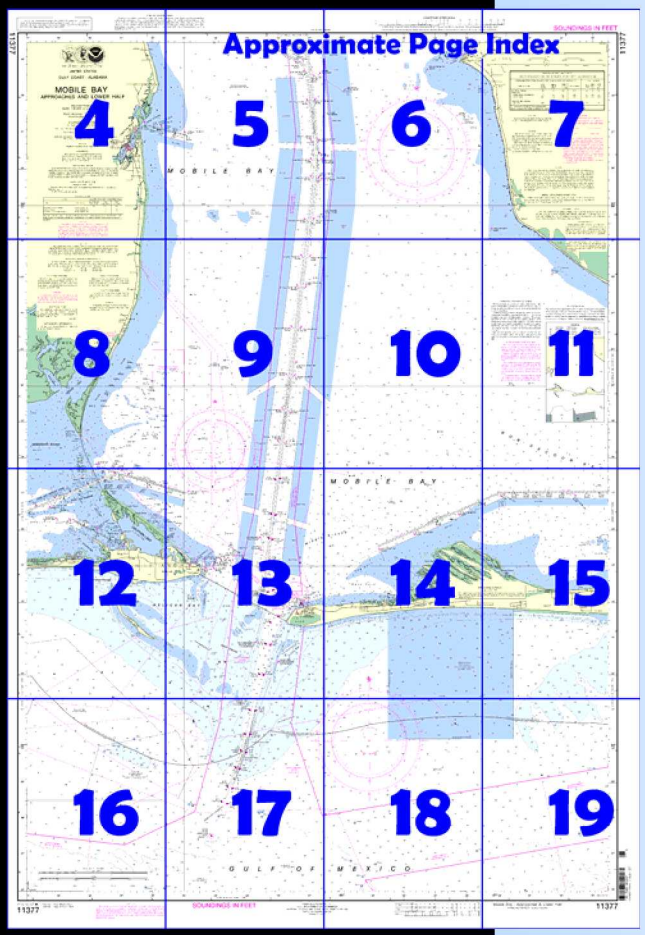
BookletChart™

Mobile Bay - Approaches and Lower Half

(NOAA Chart 11377)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

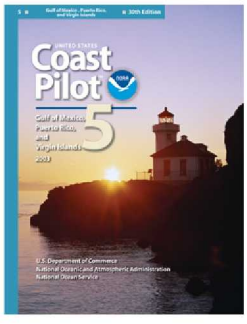
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 7 excerpts]

(7) Mobile Bay, 40 miles W of Pensacola and 90 miles NE of South Pass, Mississippi River, is the approach to the city of Mobile and to the Alabama and Tombigbee Rivers. The bay has depths of 7 to 12 feet outside the dredged channels. The entrance is 3 miles wide between Mobile Point on the E and Pelican Point on the W, but most vessels will prefer to follow the dredged channel rather than chance passage between the breakers and shoals that extend 4 miles S on both sides.

(9) The general appearance of the land is a guide to finding the entrance to Mobile Bay. For a distance of 40 miles E of the entrance, the shore, although low, is populated with high rise condominiums. For 50 miles W of the entrance there is a chain of islands which, although wooded in places, is generally low and bare.

(10) The most conspicuous landmark near the entrance is the 131-foot black conical tower (30°11.3'N., 88°03.0'W.), which was the base for the former Sand Island Light.

(11) Fort Morgan, an historic State shrine, is on Mobile Point on the E side of the entrance. The walls of this old brick pentagon-shaped fort are conspicuous when approaching the entrance. Mobile Point Light (30°13'42"N., 88°01'30"W.), 125 feet above the water, is shown from a skeleton tower. Mobile Point Range Rear Light is shown below and on the same structure as the light.

(12) The concrete gun emplacements of later fortifications E of the old fort are also conspicuous.

(13) Fort Gaines, an historic landmark and museum on the E end of Dauphin Island, is on the W side of the entrance. A spherical elevated tank is 2 miles W of the fort.

(16) From W, boats drawing up to 6 feet can enter Mobile Bay via Pelican Passage and Pelican Bay, only with local knowledge, owing to the shifting character of the bottom. The channel passes between the shoal SE of Pelican Passage and Dauphin Island, thence E into Pelican Bay. The best water can be found by passing to the S of Dauphin Island Spit before shaping a course N into Mobile Bay. In 2008, Pelican Passage was reported to be closed to vessel traffic.

(17) From E, only about 3 feet can be taken across Southeast Shoal around Mobile Point. It is necessary to pass very close to shore; the passage should only be attempted under most favorable weather conditions and with local knowledge. The channels shift frequently.

(18) Mobile Bay Channel extends from the lower anchorage off Fort Morgan through Mobile Bay to Mobile River. Federal project depth is 40 feet to and in a turning basin off Magazine Point at the head of Mobile Ship Channel. Although the channel is subject to shoaling, the project depth is generally maintained. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is well marked with lighted ranges, lights, and lighted and unlighted buoys.

(19) The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 3 miles above Mobile Point at Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a SECURITE call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

(24) Small boats sometimes anchor N and E of Fort Morgan in Navy Cove. Several piles and other obstructions are in this locality.

(25) Shoals extend about 4.5 miles S and W of Mobile Bay entrance. Southeast Shoal, covered 3 feet, is on the E side of the Bar Channel, and Sand Island Shoal, covered 1 foot, and West Bank, covered 3 feet, are on the W side.

(26) The wreck of the Civil War vessel TECUMSEH is N of Mobile Point Light in 30°13'47.5"N., 88°01'37.5"W. The wreck is marked by a buoy with orange and white bands. The vessel is reported to be in an unstable condition, and ammunition and powder aboard the wreck could be detonated if the vessel shifts. Mariners are cautioned not to anchor in the area of the buoy and to reduce speed producing as little wake as possible when transiting Mobile Channel between Buoys 15 and 17.

(27) A nearly continuous spoil bank extends along either side of the bay channel from just inside Mobile Bay entrance to the mouth of Mobile River. Through these spoil banks are several charted openings for passage to various points in Mobile Bay.

(28) Fish havens, consisting of concrete pipe, lie within a 3.5-mile-square area which extends offshore from 2.7 miles to 6.2 miles E of Mobile Point.

(29) Fish havens, consisting of old automobile bodies lashed together, scrap iron, and concrete, have been or may be established on the bottom along the 10-fathom curve off the Alabama coast. While they are not dangerous and are reported to have a minimum depth of 10 fathoms over them, vessels are advised not to anchor in their vicinity.

Table of Selected Chart Notes

Corrected through NM Apr. 18/09
Corrected through LNM Apr. 07/09

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat 30°17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

EAST FOWL RIVER

The controlling depth was 7 feet for a width of 100 feet from the entrance (30°26'58"N, 88°05'06"W) in Mobile Bay to a point located at (30°26'20"N, 88°07'09"W).

Aug 2009

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

Numerous oyster beds exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas thus labeled in order to avoid damage to the beds.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

10 HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mobile, AL	KEC-61	162.55 MHz
Pensacola, FL	KEC-86	162.40 MHz

INTRACOASTAL WATERWAY

Use chart 11378

The project depth is 12 feet from Carrabelle, Florida, to New Orleans, Louisiana. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

PLANE COORDINATE GRID

(based on NAD 1927)

The Alabama State Grid, west zone is indicated on this chart at 10,000 foot intervals thus: –+–
The last three digits are omitted.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.722″ northward and 0.008″ eastward to agree with this chart.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mobile Point (Fort Morgan)	(30°14'N/088°01'W)	1.2	--.--	--.--
Dauphin Island	(30°15'N/088°05'W)	1.2	1.2	0.0
Fowl River, Mobile Bay Entrance	(30°26'N/088°07'W)	1.5	--.--	--.--

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2009)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

11377

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

GULF COAST – ALABAMA

MOBILE BAY

APPROACHES AND LOWER HALF

Mercator Projection
Scale 1:40,000 at Lat 30°17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.722" northward and 0.008" eastward to agree with this chart.

PLANE COORDINATE GRID
(based on NAD 1927)

The Alabama State Grid, west zone is indicated on this chart at 10,000 foot intervals thus: –+–
The last three digits are omitted.

TIDAL INFORMATION

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Fowl River, Mobile Bay Entrance	(30°26'N/088°07'W)	1.5	--.--	--.--

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2009)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA WEATHER RADIO BROADCASTS

Joins page 8

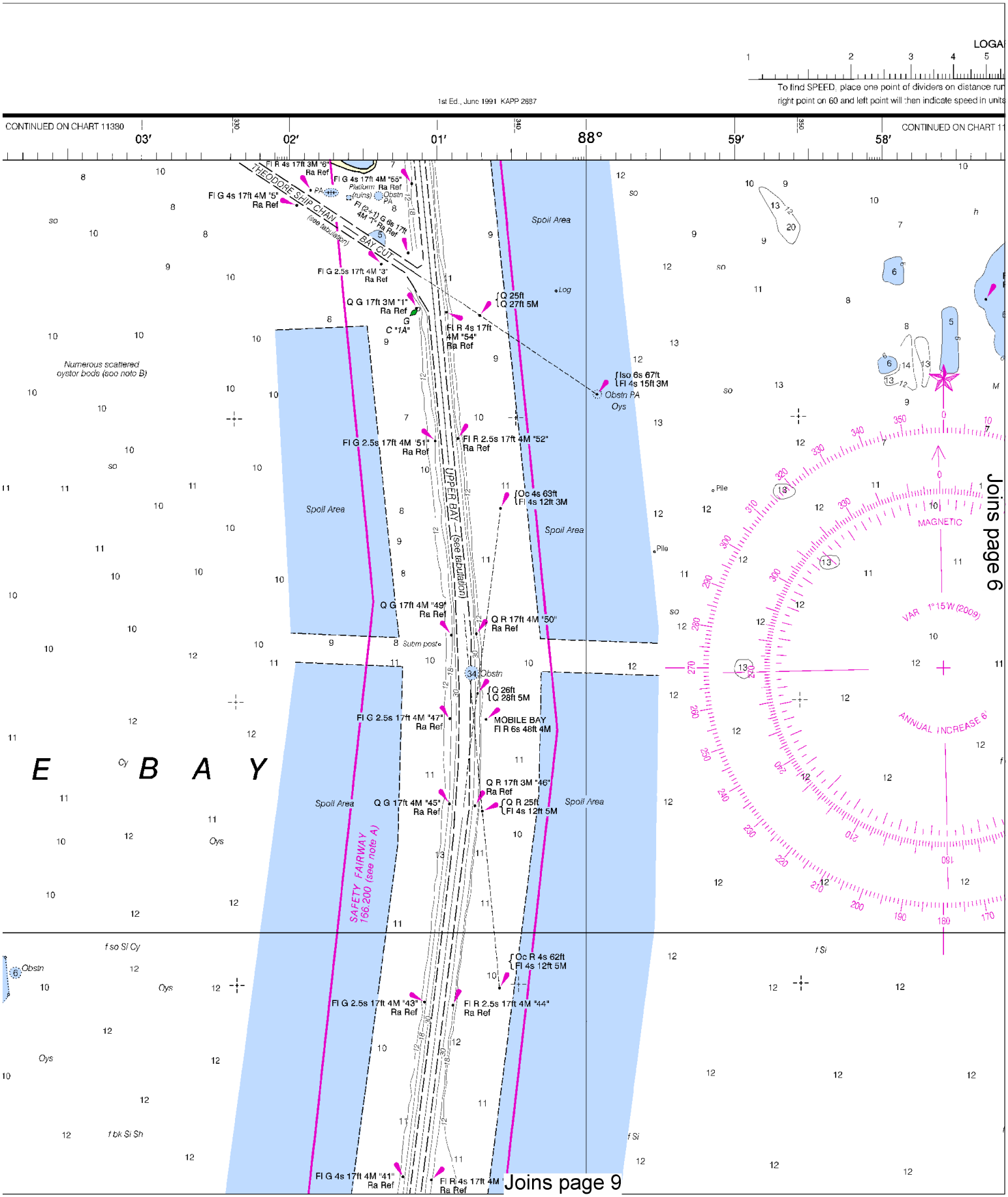
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

CONTINUED ON CHART 11380

03′ 02′ 01′ 88° 59′ 58′

CONTINUED ON CHART 11

THEODORE SHIP CHAN (see tabulation)
BAY CUT
UPPER BAY (See tabulation)
SAFETY FAIRWAY 166.200 (see note A)
Spoil Area
Spoil Area
Spoil Area
Spoil Area
Numerous scattered oyster beds (see note B)
Fl R 4s 17ft 3M "6" Ra Ref
Fl G 4s 17ft 4M "55" Ra Ref
Platform (ruins) Obstn PA
Fl G 4s 17ft 4M "5" Ra Ref
Fl (2+1) G 6s 17ft 4M "1" Ra Ref
Fl G 2.5s 17ft 4M "3" Ra Ref
Q G 17ft 3M "1" Ra Ref
C "1A"
Log
Q 25ft
Q 27ft 5M
Fl R 4s 17ft 4M "54" Ra Ref
Iso 6s 67ft
Fl 4s 15ft 3M
Obstn PA
Oys
Fl G 2.5s 17ft 4M "51" Ra Ref
Fl R 2.5s 17ft 4M "52" Ra Ref
Oc 4s 63ft
Fl 4s 12ft 3M
Pile
Pile
Q G 17ft 4M "49" Ra Ref
Q R 17ft 4M "50" Ra Ref
Subm post
34 Obstn
Q 26ft
Q 28ft 5M
Fl G 2.5s 17ft 4M "47" Ra Ref
MOBILE BAY
Fl R 6s 48ft 4M
Q R 17ft 3M "46" Ra Ref
Q G 17ft 4M "45" Ra Ref
Q R 25ft
Fl 4s 12ft 5M
Oys
Oys
Oc R 4s 62ft
Fl 4s 12ft 5M
Fl G 2.5s 17ft 4M "43" Ra Ref
Fl R 2.5s 17ft 4M "44" Ra Ref
Oys
Oys
f so Si Cy
Obstn
f bk Si Sh
f Si
f Si
Fl G 4s 17ft 4M "41" Ra Ref
Fl R 4s 17ft 4M "42" Ra Ref
MAGNETIC
VAR 1°15W (2009)
ANNUAL INCREASE 6'

E Cy B A Y

Joins page 5

Joins page 10

North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

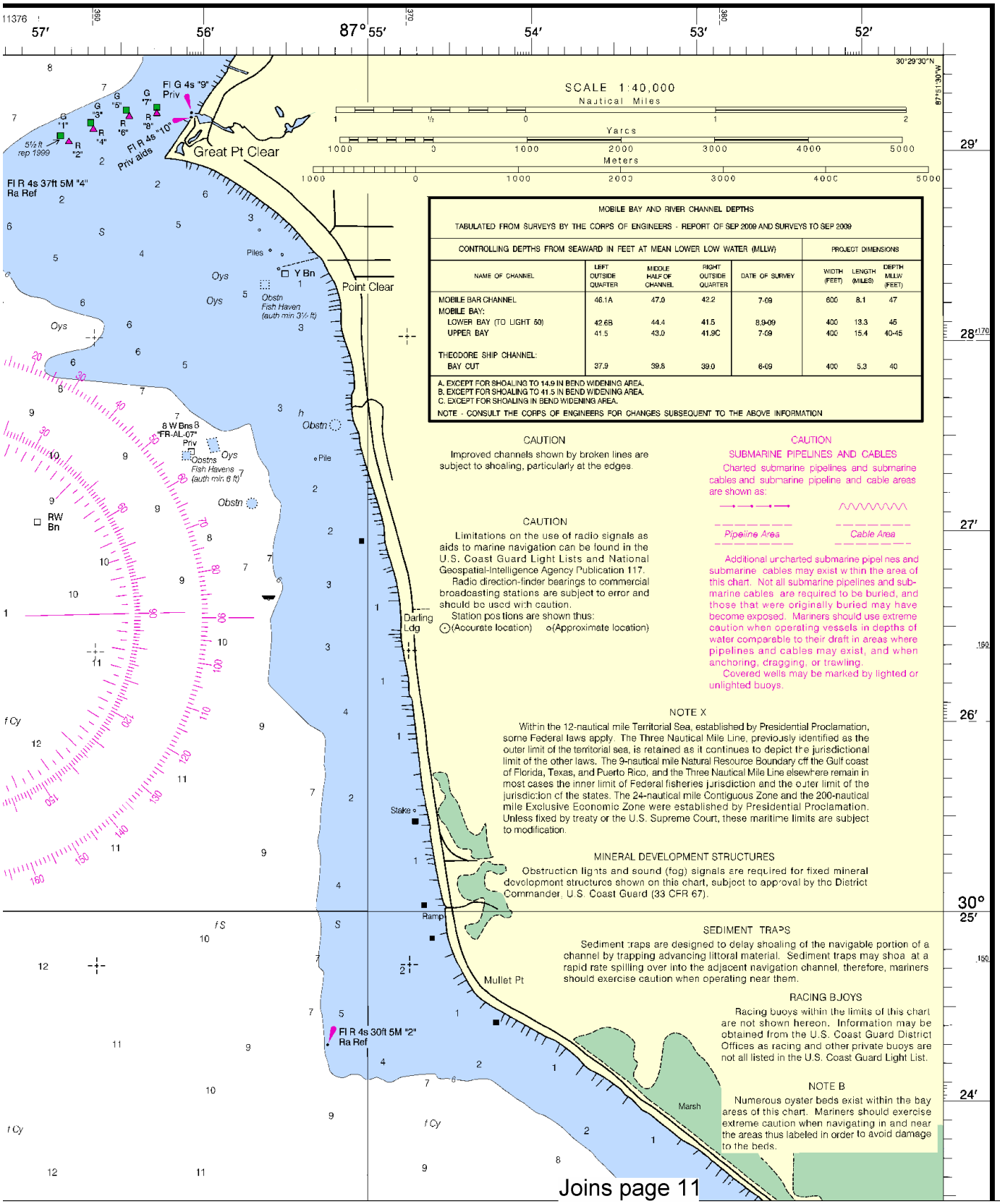
ARITHMIC SPEED SCALE

6 7 8 9 10 15 20 25 30 40 50 60

un (in any unit) and the other on minutes run. Without changing d vider spread, place its per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SOUNDINGS IN FEET

11377



MOBILE BAY AND RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009 AND SURVEYS TO SEP 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
MOBILE BAR CHANNEL	46.1A	47.0	42.2	7-09	600	8.1	47
MOBILE BAY:							
LOWER BAY (TO LIGHT 50)	42.6B	44.4	41.5	8,9-09	400	13.3	45
UPPER BAY	41.5	43.0	41.9C	7-09	400	15.4	40-45
THEODORE SHIP CHANNEL:							
BAY CUT	37.9	39.8	39.0	6-09	400	5.3	40

A. EXCEPT FOR SHOALING TO 14.9 IN BEND WIDENING AREA.
B. EXCEPT FOR SHOALING TO 41.5 IN BEND WIDENING AREA.
C. EXCEPT FOR SHOALING IN BEND WIDENING AREA.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

RACING BUOYS

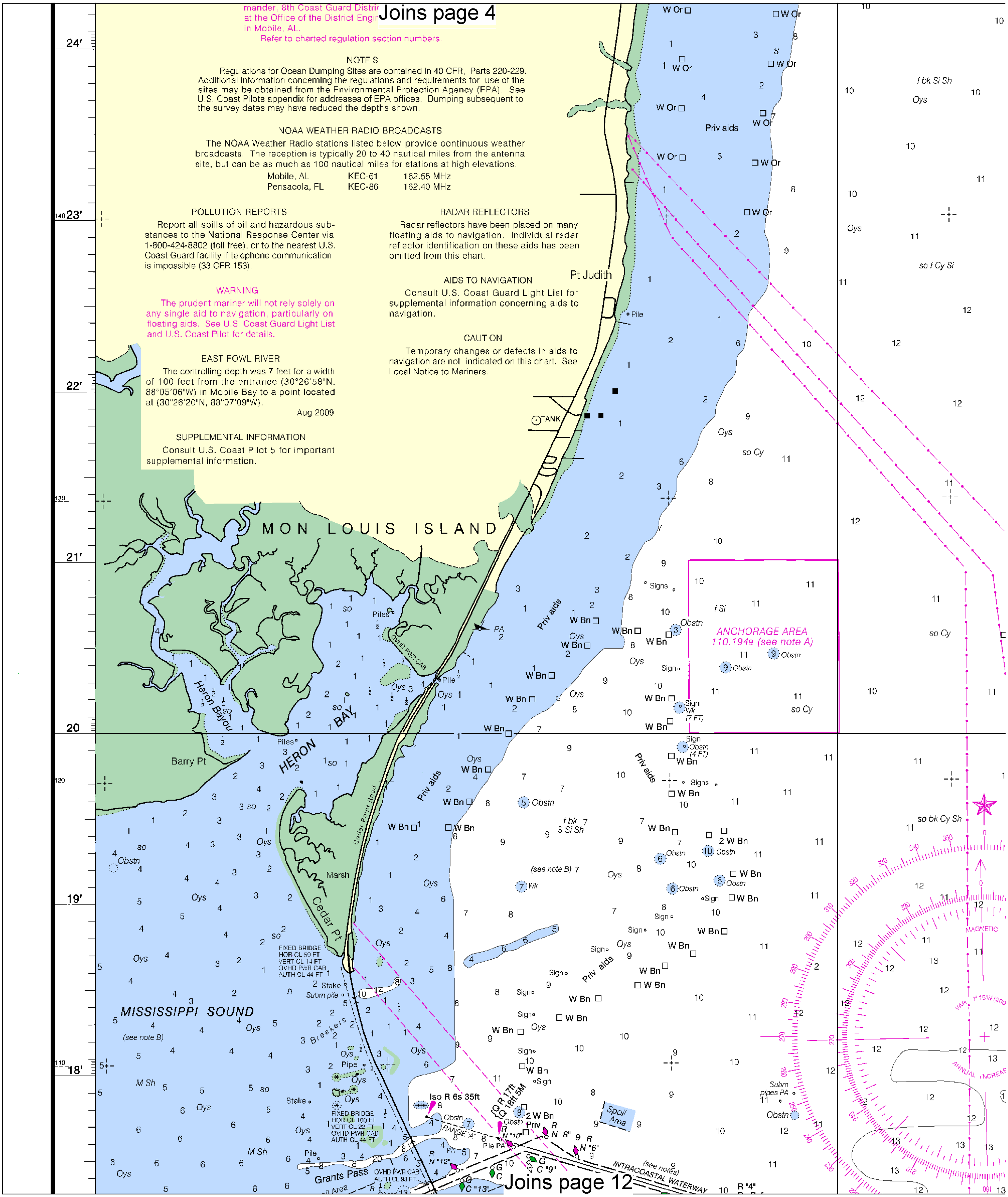
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE B

Numerous oyster beds exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas thus labeled in order to avoid damage to the beds.

Joins page 11

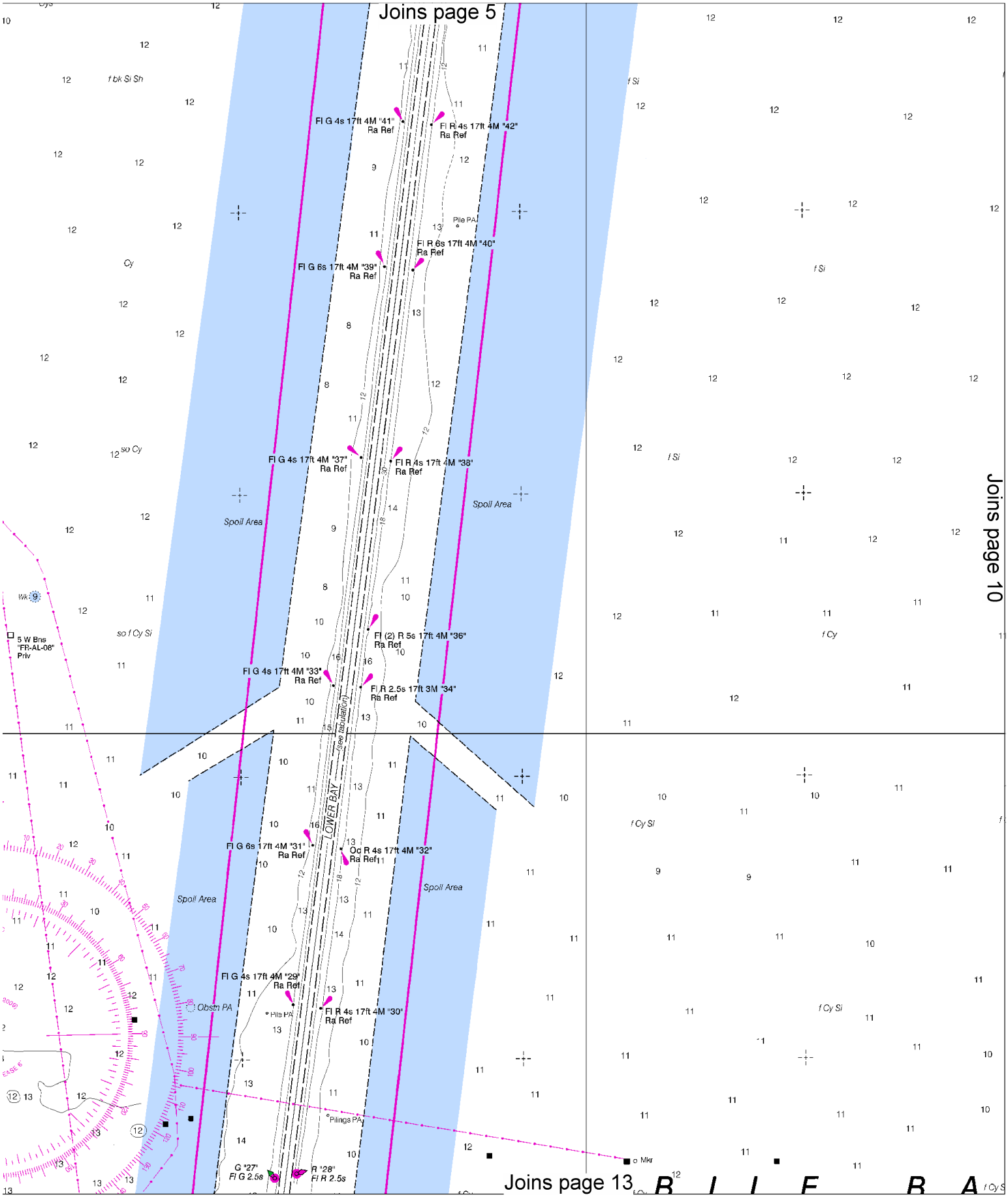
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

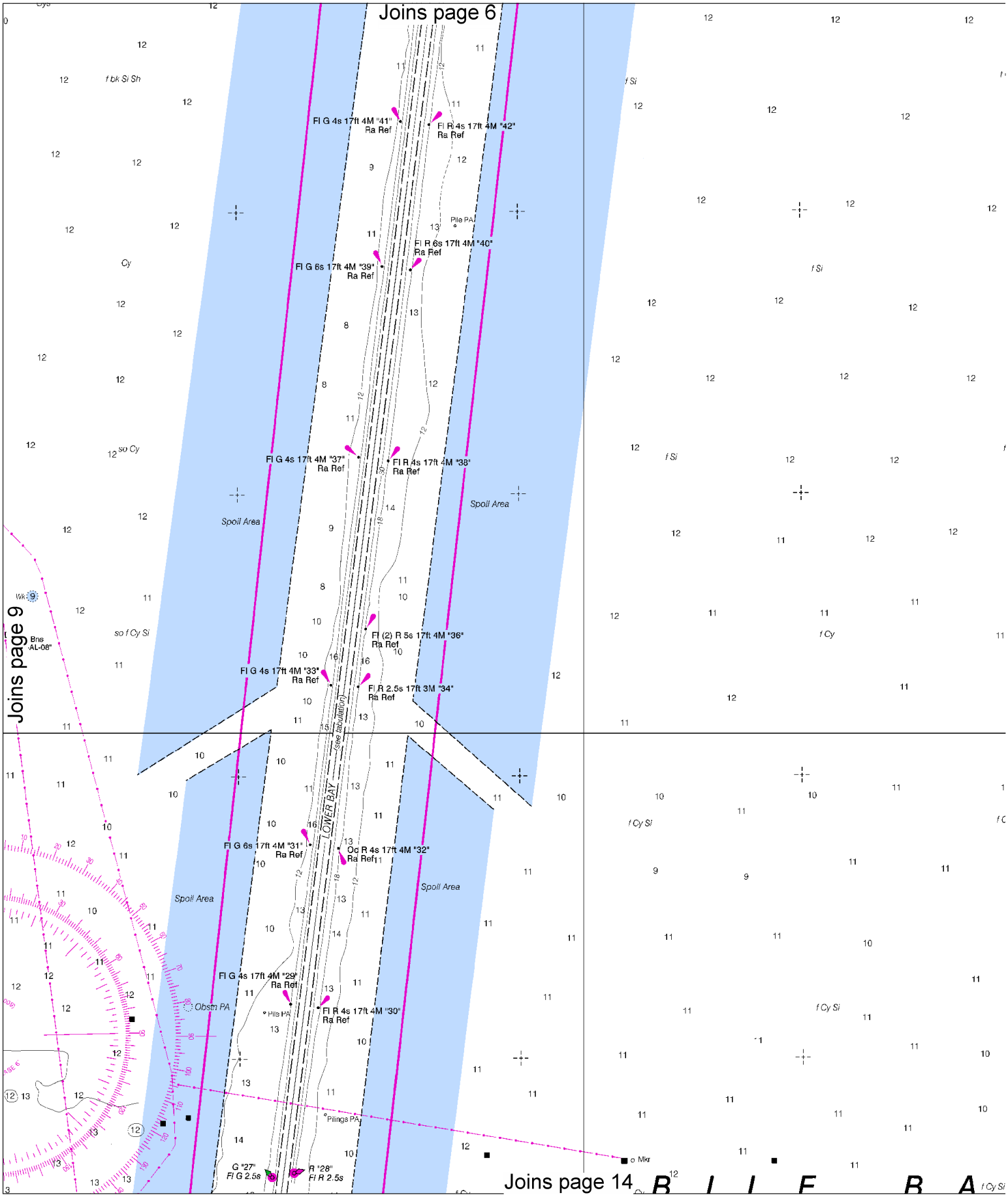


North

Printed at reduced scale. SCALE 1:40,000 See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
Fl G 4s 17ft 4M "41" Ra Ref
Fl R 4s 17ft 4M "42" Ra Ref
Fl R 6s 17ft 4M "40" Ra Ref
Fl G 6s 17ft 4M "39" Ra Ref
Fl G 4s 17ft 4M "37" Ra Ref
Fl R 4s 17ft 4M "38" Ra Ref
Fl (2) R 5s 17ft 4M "36" Ra Ref
Fl G 4s 17ft 4M "33" Ra Ref
Fl R 2.5s 17ft 3M "34" Ra Ref
Fl G 6s 17ft 4M "31" Ra Ref
Oc R 4s 17ft 4M "32" Ra Ref
Fl G 4s 17ft 4M "29" Ra Ref
Fl R 4s 17ft 4M "30" Ra Ref
5 W Bns "FR-AL-08" Priv
Spoil Area
Spoil Area
Spoil Area
LOWER BAY
(see tabulation)
Pile PA
Obstn PA
Pilings PA
G "27" Fl G 2.5s
R "28" Fl R 2.5s
f bk Si Sh
so Cy
so f Cy Si
f Si
f Cy
f Cy Si
Cy



10

North

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

not all listed in the U.S. Coast Guard Light List.

NOTE B

Numerous oyster beds exist within the bay areas of this chart. Mariners should exercise extreme caution when navigating in and near the areas thus labeled in order to avoid damage to the beds.

Marsh

Wks
Piles
4 W Bns
Priv

24′
23′
22′
21′
20′
19′
18′
140
130
120
110

CONTINUED ON CHART 11376

10 HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

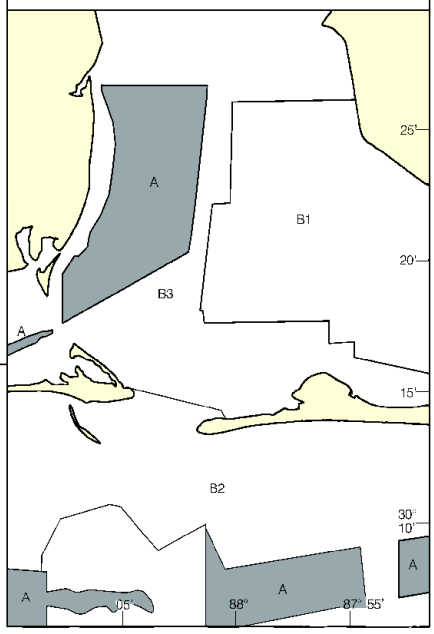
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

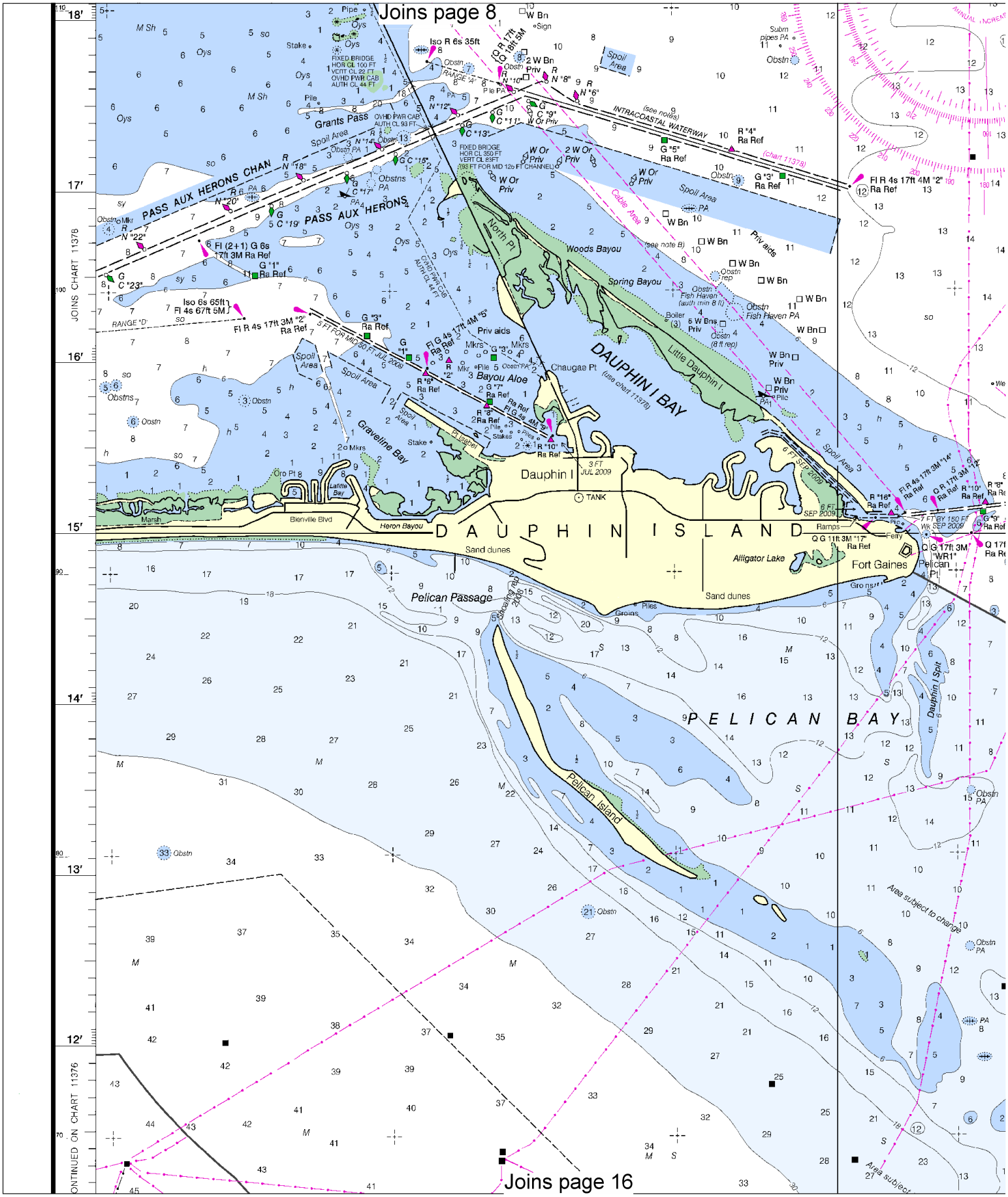
A	1990-2006	NOS Surveys	full bottom coverage
B1	1990-2006	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



■ Platform

BONSECOUR BAY

Joins page 15

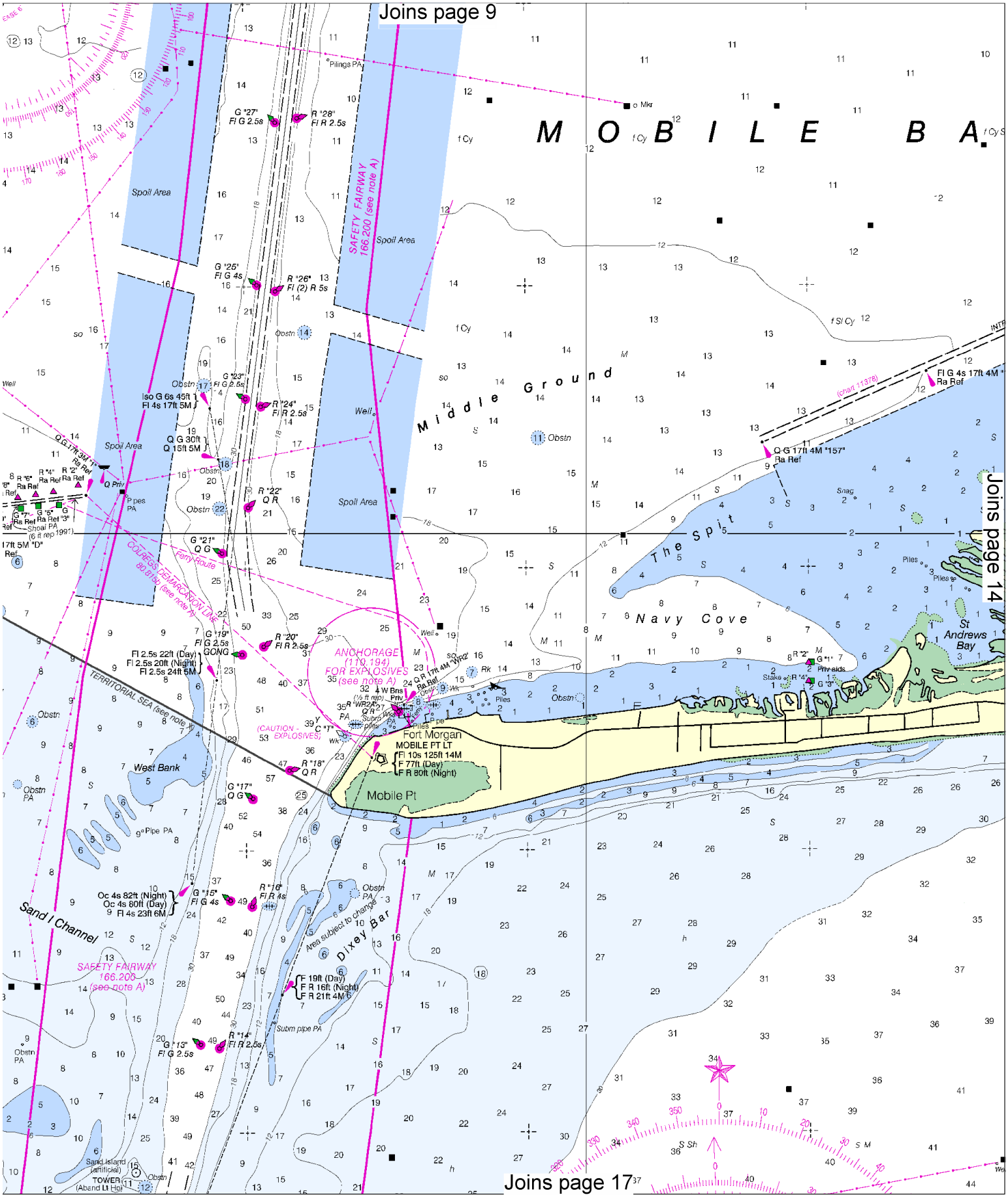


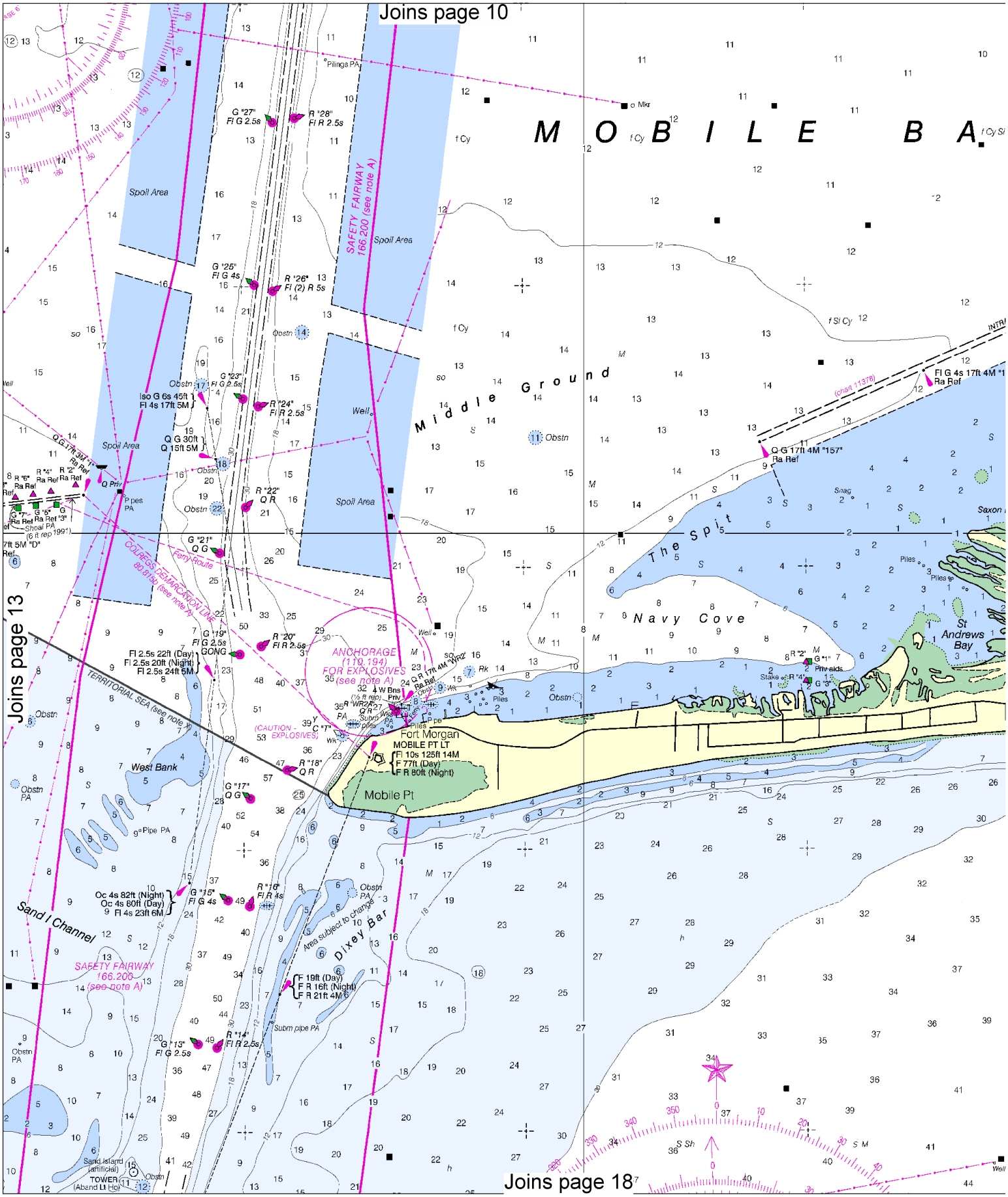
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
M O B I L E B A
Middle Ground
The Spit
Navy Cove
St Andrews Bay
Fort Morgan
MOBILE PT LT
Fl 10s 125ft 14M
F 77ft (Day)
F R 80ft (Night)
Mobile Pt
West Bank
Sand I Channel
Dixey Bar
Area subject to change
SAFETY FAIRWAY 166.200 (see note A)
Spoil Area
ANCHORAGE (110.194) FOR EXPLOSIVES 35 (see note A)
(CAUTION - EXPLOSIVES)
TERRITORIAL SEA (see note A)
COLREGS DEMARCATION LINE 80.81b (see note A)
Ferry Route
Fl 2.5s 22ft (Day)
Fl 2.5s 20ft (Night)
Fl 2.5s 24ft 5M
Oc 4s 82ft (Night)
Oc 4s 60ft (Day)
Fl 4s 23ft 6M
F 19ft (Day)
F R 16ft (Night)
F R 21ft 4M
Sand Island (artificial) TOWER (Abend Lt Hse)
Joins page 14
Joins page 17



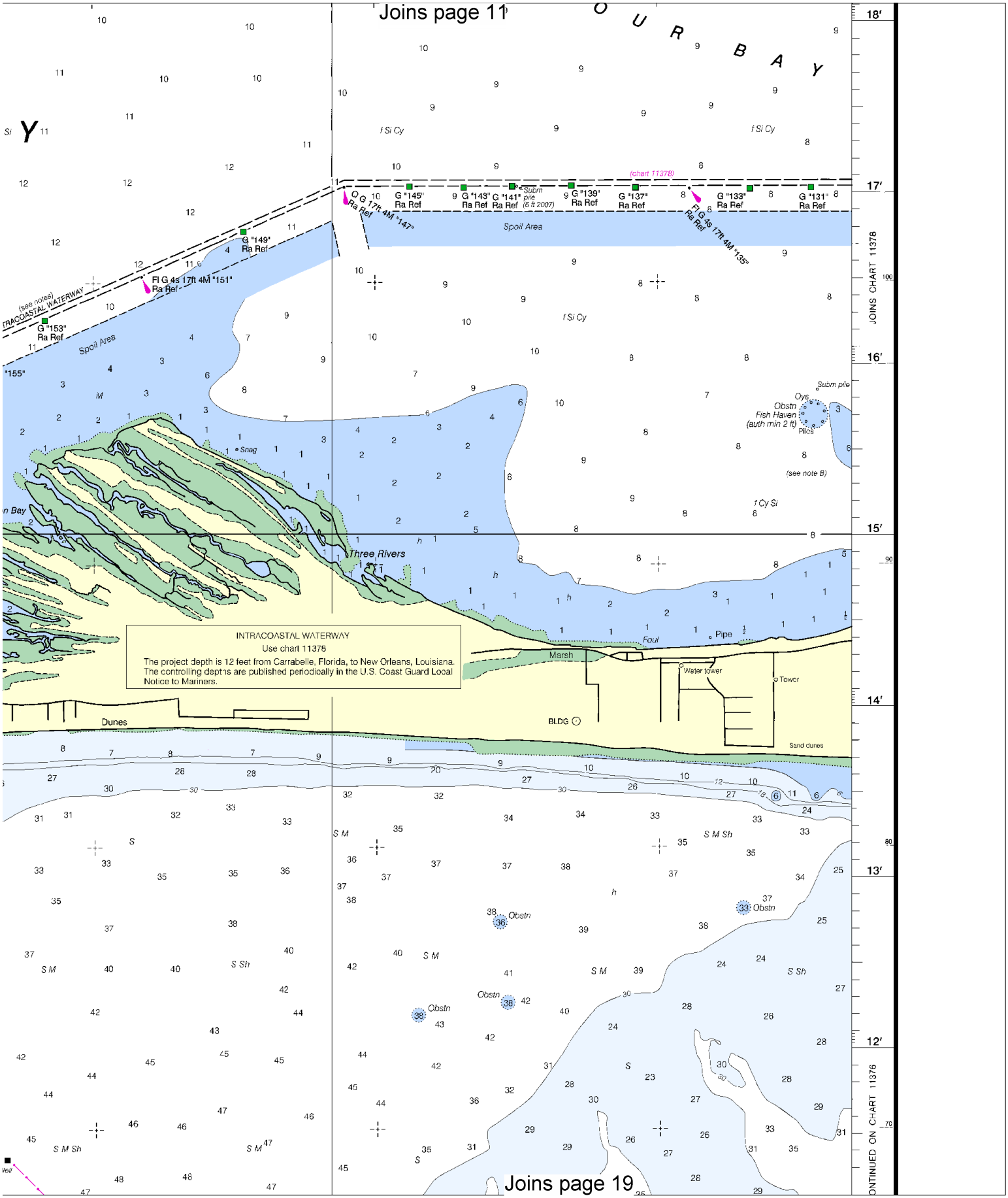
North

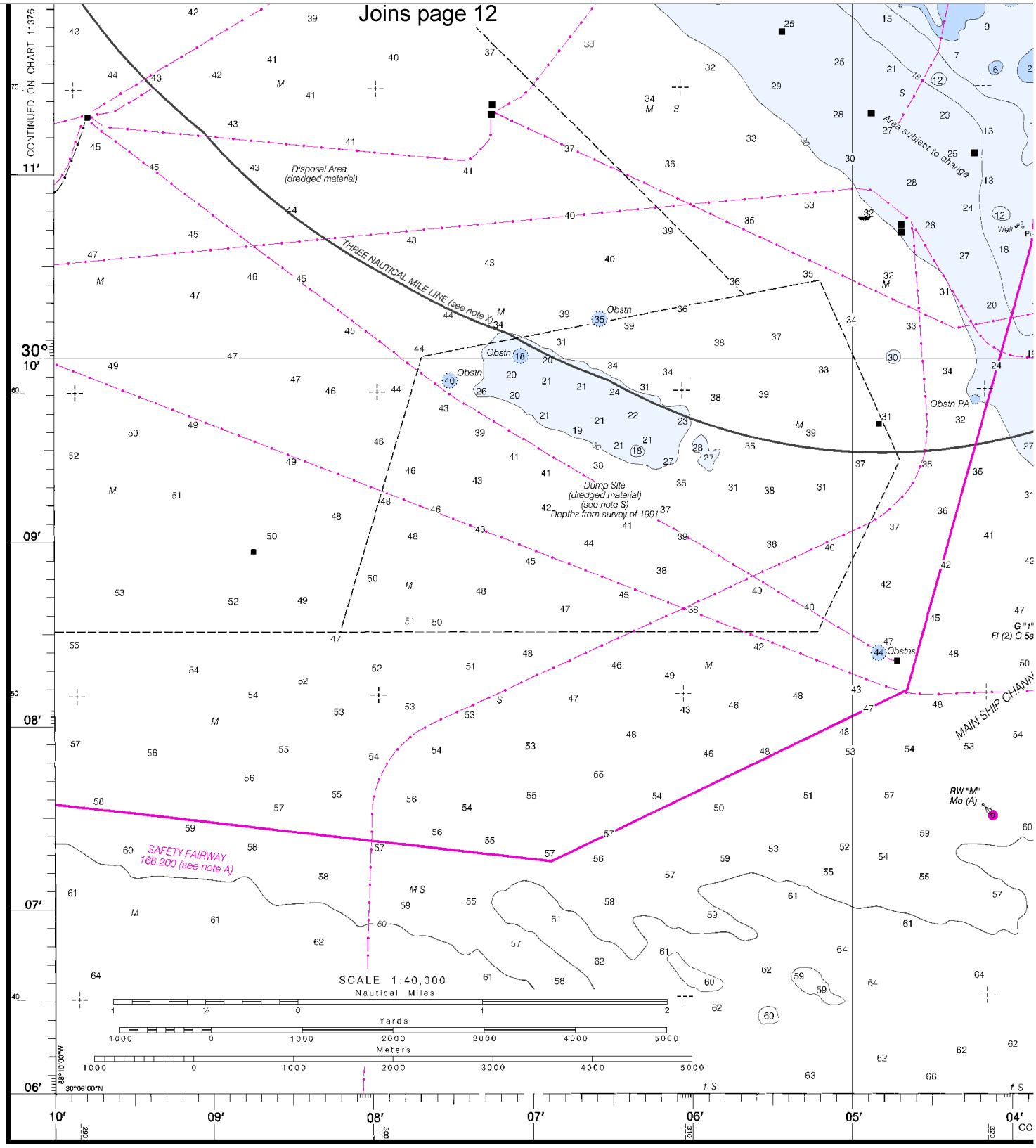
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
B A Y
(chart 11378)
G "145" Ra Ref
G "143" Ra Ref
G "141" Ra Ref
Subm pile (6 ft 2007)
G "139" Ra Ref
G "137" Ra Ref
G "133" Ra Ref
G "131" Ra Ref
Fl G 4s 17ft 4M "147"
Fl G 4s 17ft 4M "135"
Spoil Area
G "149" Ra Ref
Fl G 4s 17ft 4M "151" Ra Ref
(see notes) INTRACOASTAL WATERWAY
G "153" Ra Ref
"155"
Snag
Subm pile
Oys
Obstn
Fish Haven (auth min 2 ft)
Pilcs
(see note B)
Three Rivers
INTRACOASTAL WATERWAY
Use chart 11378
The project depth is 12 feet from Carrabelle, Florida, to New Orleans, Louisiana. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Foul
Pipe
Marsh
Water tower
Tower
BLDG
Dunes
Sand dunes
Obstn
JOINS CHART 11378
CONTINUED ON CHART 11376
Joins page 19
18′
17′
16′
15′
14′
13′
12′



8th Ed., Apr. / 09 ■
Corrected through NM Apr. 18/09
Corrected through LNM Apr. 07/09

11377

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDIN

North

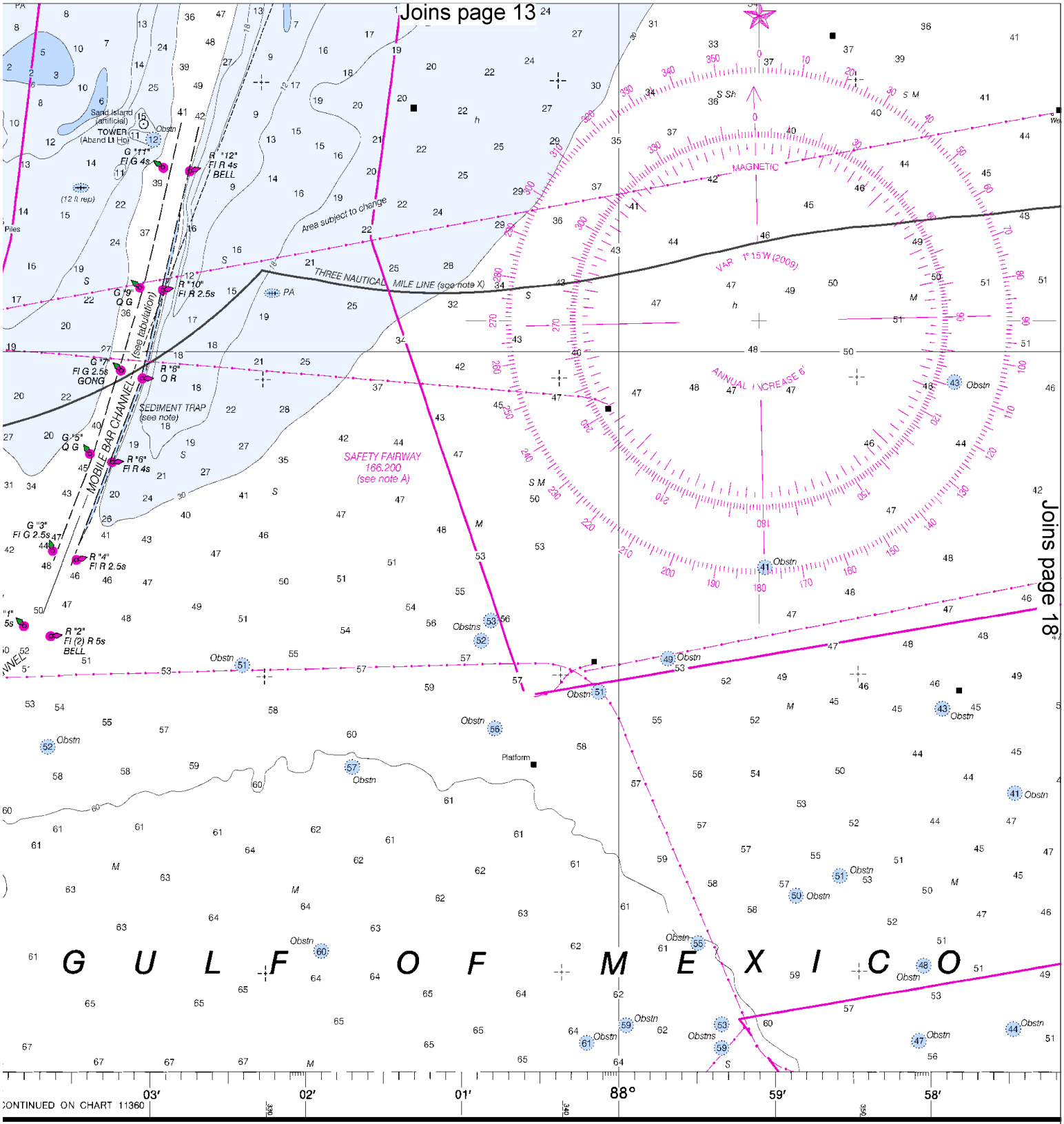
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

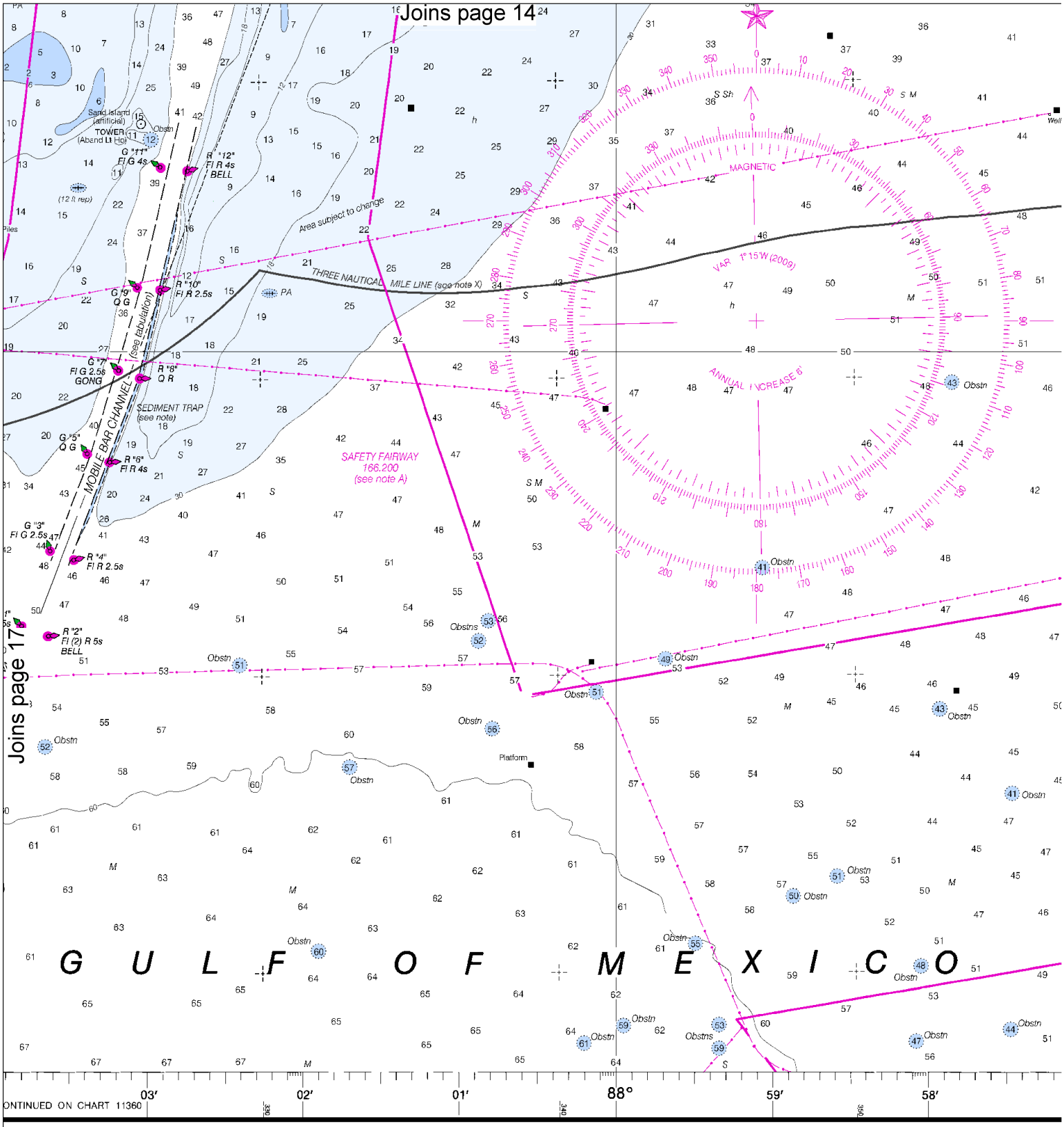
1000 0 1000 2000 3000 4000 5000



NGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2 3 4 5 6
FEET	6 12 18 24 30 36
METERS	1 2 3 4 5 6 7 8 9 10



NGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

18

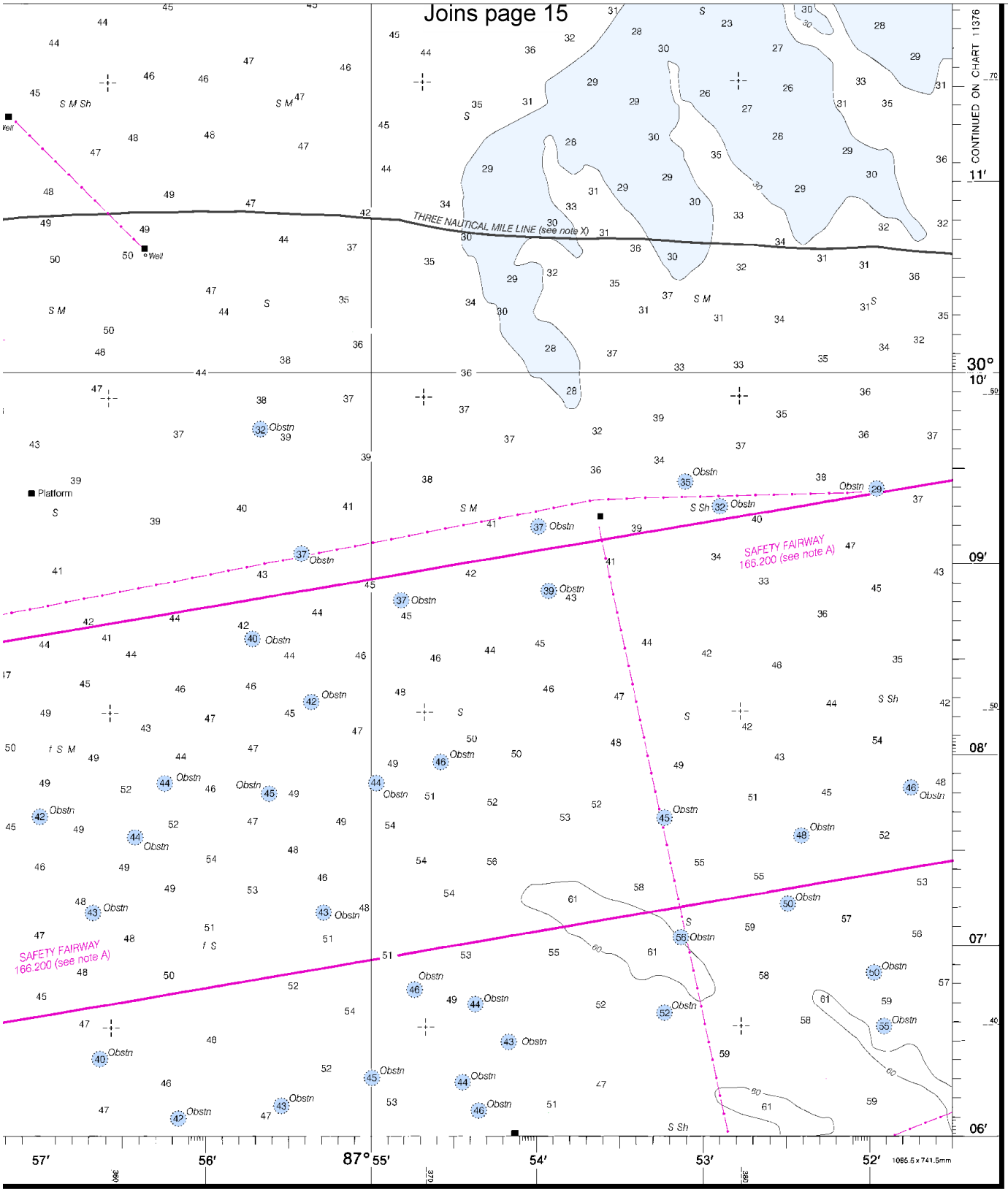
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Mobile Bay – Approaches & Lower Half

SOUNDINGS IN FEET · SCALE 1:40,000

11377

ED. NO. 8

NSN 7642014015237 NGA REFERENCE NO. 11AHA11377

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Mobile – 251-441-6211
Coast Guard Dauphin Island – 251-861-7239
Mobile Sheriff's Office – 251-574-8633
Alabama Marine Police – 251-981-2673
AL Marine Resources – 251-861-2882
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.